

ONION CREEK HOMEOWNERS ASSOCIATION

10816 Crown Colony Drive, Suite 105 Austin, TX 78747

July 17, 2020

Mr. Andrew Rivera City of Austin Andrew.rivera@austintexas.gov

Re: Riddell Tract (C14-2019-0082)

Dear Mr. Rivera,

Onion Creek Homeowner's Association (OCHOA) representatives including Vice President Jerry Patterson, Infrastructure/Development Chair Wendy Braniff, and I have met with the applicant and city staff regarding the rezoning request for the Riddell Tract (C14-2019-0082) located at 10801 Wayne Riddle Loop. The applicant has agreed to take the following actions, described herein briefly and in detail and highlighted in the attached redlined proposed Development Standards which will be incorporated into their proposal:

T4(b). On-site detention will be evaluated as part of the RSMP participation study. Two downstream analysis points will be used for the RSMP participation study:

- (i) Slaughter Creek just downstream of the property, and
- (ii) at the confluence of Slaughter and Onion Creek.

If the analysis shows that RSMP participation is the best option for the watershed and therefore detention is not required, then an additional 10% of the required water quality volume will be captured and treated. If RSMP participation is not the best option, then on-site detention will be provided and proposed discharges from the site will be reduced by at least 10% of existing discharges.

OCHOA agrees that these additional measures are necessary to gather relevant data at the confluence of Slaughter and Onion Creeks and to reduce runoff into Slaughter Creek and is not opposed to the development of the site consistent with these revised conditions.

Respectfully submitted,

Kathy Pillmore, President

Kathy M. Fellmare

ONION CREEK HOMEOWNERS ASSOCIATION

512-797-5400

cc: '

<u>Proposed Development Standards – Riddell Tract (C14-2019-0082)</u>

- 1. Zoning Development Standards. See Exhibit A.
 - a. Within 100' of west and south property line: MF-2 zoning, and maximum 2 stories.
 - b. Remainder of property:
 - i. a. MF-4-CO zoning (for maximum 5248' height per ZAP recommendation).
 - ii. b.-MF-3 zoning for all other zoning development standards (except for height).
 - iii. Any 4 story structures must be located within 400' of S. 1st Street.
 - c. 750 dwelling units maximum.
 - d. Impervious cover limited to maximum 55% of gross site area (total site is 37.403 acres).

2. Area Infrastructure.

- a. Signalize intersection of Wayne Riddell Loop/Akins High School Access/South 1st Street, and extend Wayne Riddell Loop.
- b. Install traffic calming devices along existing Wayne Riddell Loop, as agreed to by ATD. <u>See Exhibit B Agreed Menu of Offsite Traffic Calming Options for Existing Wayne Riddell Loop</u>
- c. Extend sidewalks from S. 1st Street to connect to existing Wayne Riddell Loop.
- d. Extend sidewalks along west side of S. 1st Street to connect to existing sidewalk at Meadows at Double Creek.
- e. Convert buffered bicycle lanes to protected bicycle lanes for Akins High School with delineated posts on S. 1st Street frontage.
- f. Implement Transportation Demand Management.
 - i. Project is enabling neighborhood walkability through pedestrian connection from Wayne Riddell Loop to South 1st Street, additional off-site sidewalk on South 1st Street, and new traffic signal to provide for safer crossings to/from Akins High School and the lone Capital Metro transit stop in the area.
 - ii. Project is creating buffered/protected bicycle lanes on Wayne Riddell Loop and improving existing buffered bicycle lanes on South 1st Street (which currently experiences parked vehicles throughout the day) to protected bicycle lanes.
 - iii. Applicant will have a Capital Metro coordinator on-site who will provide Capital Metro routes and stop information to prospective and new tenants.
 - iv. Applicant has discussed providing a partial/full subsidy for Capital Metro fares/passes to one person in up to 10 percent of units based on interest of tenants.
 - v. TDM reduction in the TIA 10% reduction of average daily trips. Committed TDM measures 18%.

3. Buffering/compatibility.

- a. Proposed compatibility buffering.
 - i. South property line: Minimum 70' wide dwelling unit setback.
 - ii. West property line: Minimum 50' wide dwelling unit setback.
 - 1. Knolls HOA owns a 30' wide abandoned pipeline easement area between the Riddell tract and the back of adjacent residential lots/fences. This creates an <u>additional</u> 30' buffer from the Riddell tract property line to the west.
- b. Summary of current and proposed LDC compatibility requirements.
 - i. Current LDC compatibility provisions requires minimum 25' building setback for maximum 30' height or 2 stories and 50' building setback for maximum 40' height or 3 stories. Playground, sport courts are prohibited within 50' of single family residences.
 - ii. Proposed LDC Revision compatibility provisions requires 20' building setback, and building height can achieve maximum height at 100' from property line. Playground and sport courts are allowed uses adjacent to single family residences.
- c. 6' high privacy perimeter fence along west and south property line (wrought iron/steel fencing materials along south

- property line).
- d. Provide maximum 170' long metal fence (with gate) between pool and playground areas at Wayne Riddell Loop.
- <u>e.</u> <u>d.</u> Dark Skies: Property will be developed in accordance with dark skies requirements of Commercial Design Standards/Subchapter E, Section 2.5 (Exterior Lighting).
- <u>f.</u> e. Other Current LDC Compatibility requirements:
 - i. All exterior lighting will be hooded or shielded from adjacent residential property.
 - ii. No parking or driveways are allowed within 25' of the property line to the west and south.

4. Environmental/Parkland.

- a. Provide green stormwater infrastructure (GSI) for required water quality treatment per ECM 1.6.7, which includes porous pavement as an option, along with biofiltration, rainwater harvesting, and rain gardens, among other options.
- b. On-site detention will be evaluated as part of the RSMP participation study. Two downstream analysis points will be used for the RSMP participation study: (i) Slaughter Creek just downstream of the property, and (ii) at the confluence of Slaughter and Onion Creek. If the analysis shows that RSMP participation is the best option for the watershed and therefore detention is not required, then an additional 10% of the required water quality volume will be captured and treated. If RSMP participation is not the best option, then on-site detention will be provided and proposed discharges from the site will be reduced by at least 10% of existing discharges.
- <u>c.</u> <u>b.</u> Design, build and install at developers expense a system of fences and gates that locks and secures access to Knolls private greenbelt from the Riddell tract.
- <u>d.</u> —Security lighting along jogging path to be coordinated with PARD staff to ensure lighting does not impact adjacent neighbors along south and west property line.
 - i. Incorporate lighting such as nightwatchmen lights at ROW entrances, and bollard/low lighting along the entirety of the recreational trail.

5. On Site Security Measures.

- a. Perimeter security fencing.
- b. Secure access gates with fob access for all residents with 1-point logged delivery drop-off/pick-up.
- c. HD camera with license plate readers.
- d. 1-2 staff members living on site.
- e. Security cameras and lighting on property.



<u>EXHIBIT B</u> <u>Agreed Menu of Offsite Traffic Calming Options for Existing Wayne Riddell Loop</u>

		Due of object	Traffic Calming Options - Existing Wayne Richtel Loop Traffice Consideration	Comp Brown	Describ
=	Boyde Lines	Ano add det is the convension of an an divided making to a cross each on with live or namewer through more vertice trouble level. The most convens application is the convension of an undefined fraue level. The most convension and an undefined fraue level modeley to a three-level modeley, to a three-level modeley, or or letting of two (Carlo e accorded her after constitution) of traffic through a center too very left-turn level. The traffic of the second of the modeley of the constitution of the level or other use, and an elevel partial government the information of technique islands, transit uses, and on elevel partials.	Can be excorred shed after an struction/observation of traffic operating on new road/our rest road.	000706\$	ude of https://sakey. hwa.ds.t.gov/kn.eodraft/a/knew mod.f.eofmages/Accestractiffs.log protected igns.s/Asarthages.chaide files.acchase.com.dbt scintings/asarthages/asarthages/
~	Speed Curbinns	Aspectically for core is to differ the or interest is sed at ear placed internity versors a markeny. The height and length of the raised senses are companished to the dimensions of a speed function. The perimetry difference is that a speed can have his age (often interest to a function.) Despecies the raised at as to enable a white with a wide track (e.g., a large emergency verbick, some builds, some buil	Can be excomplished after an struction/observation of traffic operating on new road/oz rest road.	\$5,000 per set	httiss/Neilley, flywndot gov/ke eed rag Celvinner modd res(mages llyce imeetiis lag
m	Nedsdowns/Oxider Mands	Achoise is the numwing of a number of the lease of cuth extentions or couldide. Market, I can be created by a pair of cuth extensions at a mid back location that num need Carlos accorded hed alone can struction/ characteristics and the state by welform the transfer of the face of the face of the state of the state of pairing a type at but location. A choise can also operating on current road. Needs to be technical to design of the created broad the sax of the survey of the	Can be excerpt their after an enuctory observation of traffic operating on current road. Needs to be included in design of rines road.	\$20,000	ittime. Obsekto, divendo i stovila neodrasi Jedvines. 1700 desid trasmo de contractificias uton. Obsekto, divendo i sconina centrasi debines: 1700 desidenamen de contractificias uton. Obsekto, divendo i sconina centrasi debines: 1700 desidenamen de contractificias
•	Median bland	Arred an kind namoning is a rai and stand located along the street corter line that namone the treet lines at the facility. The yeal supparation of namone of the standard lines are cortiglitied and are constructed lines are constructed in the standard lines are standard and as on a 6-or-more lines roadway. Their their modern operating on current mod. Needs for a facilities the lines are standard in design of the standard lines are standard and so are constructed and such as a standard and so a condemy control, and is place of refugition a production are street with its approach and all to sufficient or confider, and is place of refugition.	Con be excerced thed taken on attraction/chain station of traffic operating on current road. Niceth to be included in design of new road.	000'02\$	times (A select, A sea do Leonylaneschool a debrone, mod lead mount de can demetrik lee troog (A select, A sea do Leonylaneschool) abbreve, mod lead trainen Arcentraviill lee
in	Laboral Shift	Allaberals hift is a resignment of anotherwise traight street that causes travell area to shift in one discuss. The resystance of allaberals hift is not according to which a proved along the street. A typical local this tequestion opposit order for the which we have an end entitled along the street in the risk of a mediant island. Without the island, a reconstituted of one the control in order to dive the advantage path possible, thereby reducing the speed reduction education of diversity and the advantage of the possible that a recolamistant reductions of the latent shift in ladd from a median island reduces the likelihood a monotonic will be selected the possible of the positive training the residency of the recolamist.	Needs to be included in design of new road.	Cooling & 20,000	ttos Jáseko, Asundos sovilosendorel albinose, modelentrosen Araban Araban II be ttos Jáseko, Asundos sovilosendorel albinose, modelendirosen Jásendroses II lex
ø	Solar-Pow erred Speed Sign	Well deigned rates speed signer an highly effective ingetting drivers to store down his excensional action construction/ observation of traffic the presence. Also hower and river feedback is gin, these traffic calming devices defect. Can be excensionable and display the driver's speed by flading bright LED operating on new road/our rest road degray the driver's speed by flading bright LED operating on new road/our rest road degray the driver's speed by flading bright LED.	Can be accomplished after construction/ observation of truffic operating on new road/ our rest road.	\$4,000	stons //www.codors/41s.com/wos.com/wos.com/stoks//0012/07/TC-6000 Solar-with-day bur/2 ing

Document comparison by Workshare Compare on Tuesday, July 7, 2020 3:17:50 PM

Input:				
	file://C:\Users\eanderson\AppData\Local\Temp\6\WBGX\10384.0\DRAGDROP\Ridd ell Proposed Development Standards (00220681-7x9FFDD).DOCX			
Descriptio n	Riddell Proposed Development Standards (00220681-7x9FFDD)			
	file://C:\Users\eanderson\AppData\Local\Temp\6\WBGX\10384.0\DRAGDROP\Riddell Proposed Development Standards (00220681-8x9FFDD).DOCX			
Descriptio n	Riddell Proposed Development Standards (00220681-8x9FFDD)			
Rendering set	Standard			

Legend:				
<u>Insertion</u>				
Deletion				
Moved from				
Moved to				
Style change				
Format change				
Moved deletion				
Inserted cell				
Deleted cell				
Moved cell				
Split/Merged cell				
Padding cell				

Statistics:				
	Count			
Insertions	23			
Deletions	10			
Moved from	0			
Moved to	0			
Style change	0			
Format changed	0			
Total changes	33			